



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

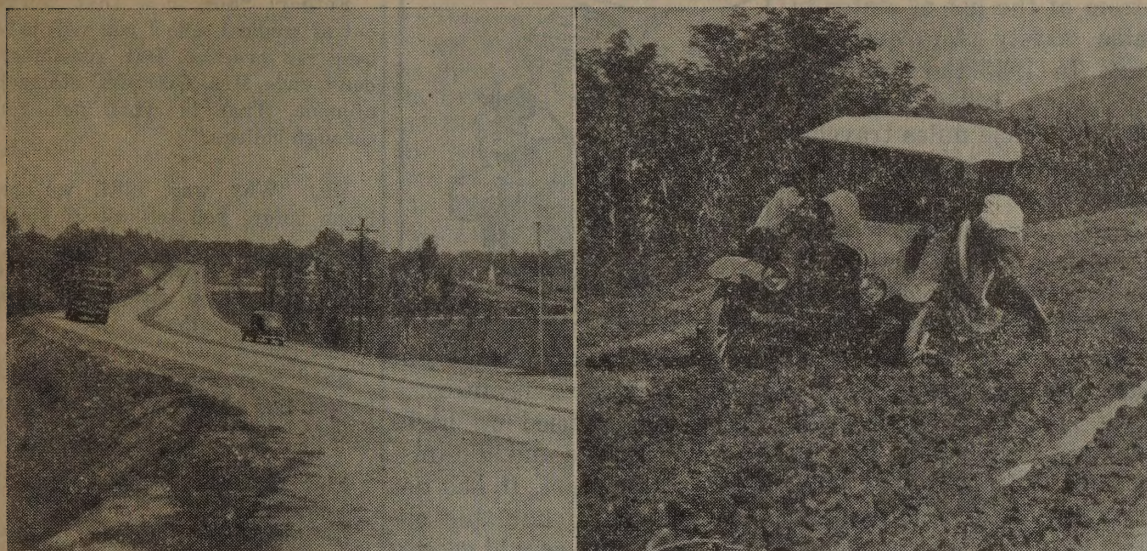
Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
Raleigh, N. C.
Permit No. 205

Vol. 3—No. 8

RALEIGH, N. C.

Friday, April 25, 1947

A Study In Roads: Today Vs. Yesterday



North Carolina has made great road progress during the past 25 years. Here is a study in road contrasts spanning the period. At left is a recent photograph of heavily-traveled US 29 north of Charlotte near the fairgrounds. This modern, four-lane concrete highway carries one of the heaviest traffic loads in North Carolina, and is a typical example of a well-constructed, well-maintained arterial highway. The photograph at the right shows a section of US 19 in Haywood county during 1920, when the good roads movement was culminating in a state highway system. The scene of a T-model Ford bogged down in mud, with two men pushing valiantly, was a common occurrence in most sections of North Carolina in those days.

PURCHASING PROBLEMS

BY W. G. REAVES
Assistant Purchasing Agent

Paper Remains Scarce

The paper situation still remains most critical. Orders for printed supplies are very slow in delivery due to inability to obtain paper stocks. It is urged that you anticipate your need as far in advance as possible. Rush orders are not appreciated at all by the Printery. Kraft wrapping paper situation continues in a more or less "spotty" situation with demands continuing to exceed supply and prices gradually rising.

Conserve Coal

The coal situation is not bright at all. To get our requirements, depends entirely upon production and the availability of coal cars. There is an acute shortage of all type freight cars and the expediency in unloading carload shipments, will help this situation. You are still urged to conserve the coal you now have on hand.

Low Supply Of Sheet Steel

No improvement in the steel situation. (Continued on page three)

Carolina Road Builders Plan Endowment At N. C. State In Honor Of Frank Page

Two Naval Craft Join Ferry Fleet

Raleigh — Two combat landing craft, the LCT(6) 503 and LCT(6) 532, have been purchased from the Maritime Commission and this summer will be added to the Highway Commission's "Navy" of ferries operating in Eastern North Carolina waters.

Chairman A. H. Graham said the vessels were surplus Navy amphibious units and were purchased for \$10,000 each. This sum normally would not pay for the Diesel marine engines in an LCT.

To Resume Alligator Run

The addition of the LCTs will permit resumption of ferry service across Alligator River between Ft. Landing in Tyrrell county and East Lake in Dare county, and thereby close a link in US 64 which has been open since the Alligator River ferry stopped operating in 1943 due to lack of travel.

Graham said both craft would be stripped of wartime gear not needed. (Continued on page four)

Raleigh — The Carolina Road Builders Association has announced plans for a campaign to raise at least \$30,000 to endow a "Frank Page Professorship" in civil engineering at State College.

The endowment will honor the late Frank Page of Aberdeen, who was chairman of the Highway Commission from April 1919 until January 1929 and generally considered one of the founders of the present state highway system.

Need More Engineers

F. D. Cline of Raleigh, chairman of the association's educational committee, said "there is an urgent need in both North and South Carolina for an increase in the number of trained engineers, and greater emphasis should be given through engineering schools for better training of engineers, especially those qualified in highway engineering."

He said approximately one-third of the fund had been raised, and that the association "looks with favor upon an opportunity to" (Continued on page four)

March Accident Rate Continues Downward Trend

(See Page Three for March Accident Record)

Raleigh—The safety record of the Highway and Public Works Commission improved sharply during March, with five divisions and the bridge maintenance department reporting no lost time from injuries.

Safety Director James P. Dodge said the frequency rate for lost time injuries for all units dropped to 4.8 for March. The January rate was 16.9 and the February rate 10.9. There were 101 accidents reported during March.

The second accidental death of the year occurred March 3 in the Tenth Division when George S. Bowman, a guard at the Henderson County Prison Camp, was killed by escaping prisoners.

Eighth Division Leads

The Eighth Division had the best record for the month, having worked 181,000 man-hours without lost time. The Third Division reported the lowest number of accidents, one minor injury and two equipment accidents for a total of three.

"There was a marked increase in the number of equipment accidents reported," Dodge said, "the total of 46 being 80 percent greater than for the month of February. This was partly due to icy road conditions in the western part of the state. Thirteen accidents were attributed to ice or snow and four were caused by vehicle defects. Thirty-nine reports were of collisions." (Continued on page three)

WHO ENDED IT?

Senior Engineer W. W. Hampton in the Location Department received the following letter recently:

Dear Sir:

Will you please send me the information for which I ask? I would like a picture of the state bird and the flower. I want a map of North Carolina and the most important cities. I would like to know who started and who ended it?

Hampton sent the writer a state map, but confessed that if North Carolina had "ended" he could not name the person or persons responsible.

NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

Vol. 3 April 25, 1947 No. 8

PUBLISHED BY THE
NORTH CAROLINA STATE HIGHWAY
& PUBLIC WORKS COMMISSION
STATE HIGHWAY BUILDING,
RALEIGH, N. C.

E. L. RANKIN, JR., *Editor*

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employees and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

N. C. MOVES AHEAD

The plague of highway accidents has mushroomed to such alarming proportions in the United States that most states, cities and towns have been forced to organize in a desperate effort to curb the rising toll of deaths and injuries.

The 1947 General Assembly put North Carolina into this battle with the enactment of a new traffic safety law designed to curtail speeding, reckless driving, faulty motor vehicle equipment and drunken drivers on our state highways.

The new law has more severe punishment for violations of the highways laws. For example, first conviction of drunken driving carries a mandatory fine of \$100 and revocation of driver's license for one year; second conviction, a \$200 fine and revocation for two years; and third, \$400 fine or one year in prison, or both, and permanent revocation of license.

Speeding in excess of 75 miles an hour will be punishable by a fine of \$75 and six months revocation. Every driver in North Carolina must stand a driving examination after July 1, when the law becomes effective, and every four years thereafter. All motor vehicles will be inspected once in 1948 and semi-annually thereafter.

Now that North Carolina has joined the organized and active fight against highway

accidents, it might be well to see how the Old North State ranks with the other states in traffic deaths based on vehicle miles. National Safety Council statistics reveal that North Carolina hugged the bottom of the list of states in traffic safety for over 10 years. In 1935 the state had 33.0 people killed per 100,000,000 vehicle miles traveled — the highest rate in the United States.

North Carolina has managed to stay off the bottom of the list since that year, but there was no great improvement in relative position with other states. However, the death rate based on vehicle miles dropped from 33.0 in 1935 to 12.2 people per 100,000,000 vehicle miles in 1946. Last year the state ranked 42nd in the nation.

The new traffic safety law should be a great aid in the fight to make our state highway system — one of North Carolina's most valuable investments — safe for travel. It will not be an easy task, but history offers sufficient evidence that North Carolina can and will overcome any serious problem facing its people.

EDITORIAL COMMENT

KILLED BILL

The House roads committee very sensibly killed the measure, which if passed, would have provided the county commissioners with authority to tell the state highway commission which secondary roads should be worked in their county.

There is a variety of reasons why this was a bad bill. In the first place the administration of highways, both primary and secondary, has been turned over to the state commission and we think it should be allowed to run the show, always bearing in mind that the local commissioners and the local people have the

DON'T BE AN ACCIDENTEE!

LET'S SKIP THE
MOVIE, MONEY—
I'M ALL TIED UP
HERE AT
THE PLANT!



right of petition and the right to express their grievances.

The money used on highways is collected and administered by the state. It has not always been so but this obtains now. Why should county commissioners who are not accountable for a single dime of this tax money be given control of where and when it should be spent?

Another reason this was a bad bill lies in the fact that it would provide for divided authority. Our folks who wished their roads built would not know whether to go to county commissioners or to the state administration. And suppose the commissioners and the state highway officials disagreed on which road should be built and where, wouldn't that be an impossible situation. The county commissioners would have the law behind them and the state highway officials would have the money, machinery, labor and materials behind them. Which do you suppose would come out on top?

We don't always agree with the way the state highway commission spend money on secondary roads but since they are responsible and since they have to live with their work, we believe they ought to have the final say so.

Surely death of this bill will not be mourned very long by anybody.

—SHELBY STAR.

Today's Chuckles

"How old are you, little girl?" asked the bus driver.

"If you don't mind," the passenger replied, "I'll pay full fare and keep the statistic to myself."

* * *

Father: "Son, now that you're out of medical school you will take over my practice. But, remember, don't cure Mrs. Gotrocks' stomach ailment. That is what put you through college."

* * *

He: "Why wait until we get home before you tell me if you'll marry me or not?"

She: "I'm scared. This is the very spot where my father proposed to my mother."

He: "So what?"

She: "Well, on the way home the horses ran away and father was killed."

* * *

First Ghost: "Where are you? I can't see you."

Second Ghost: "I know . . . my sheets haven't come back from the laundry yet."

* * *

In Roswell, New Mexico, a man became the proud father of his 18th child. He commented to reporters, at the interview, "It's a mistake for people to spend so many evenings at the movies."

* * *

Operator: "It costs one dollar to call Greensboro."

Husband: "Don't you have a special rate for just listening. I'm calling my wife."

* * *

He: "What has 24 feet, green eyes, and a pink body with purple stripes?"

Her: "I don't know. What?"

He: "I don't know either, but you'd better brush it off your neck."

* * *

Pat heard his wife was unfaithful while he was in the Army. When he came home he stormed in and shouted: "Were you out with Callahan?"

She: "No."

He: "With Flannigan?"

She: "No."

He: "With Finnegan?"

She: "No."

He: "O'Toole?"

She: "No."

He: "Oh, so none of my friends were good enough for you, huh?"

* * *

Train Rider: "Do I really need my coat brushed?"

Train Porter: "Does you! Boss, I'se broke."

* * *

"How was your vacation?"

"Good."

"Feel any change?"

"Not a penny."

Many Foreigners Assisted By PRA In Road Surveys

Washington, D. C.—Opportunities to study modern techniques in highway design and construction, as practiced in the United States, were extended by the Public Roads Administration of the Federal Works Agency during 1946 to 183 engineers from 34 foreign countries.

The delegations of visiting engineers came to this country under the auspices of the State Department, the Institute of Inter-American Affairs, the Office of the Indian Agency General, and other agencies with whom Public Roads co-operated.

The length of time the various groups spent in the United States varied from a few weeks to three months or longer. A few individual engineers, interested in particular phases of highway development, remained nearly a year.

Visited North Carolina

State highway departments gave importance assistance in placing foreign engineers on construction jobs. Many of the foreign observers visited in North Carolina last summer. Representatives from India were very interested in the county road betterment program.

The largest number of visiting engineers came from Brazil, which sent a delegation of 11 civilian engineers and another group of 15 Army engineers. India sent 22 engineers who remained in this country approximately 3-½ months. Thirteen engineers came from China, and 10 from Russia.

Other countries represented by smaller groups included Argentina, Bolivia, Colombia, Peru, Chile, Ecuador, Uruguay, Venezuela, Panama, Costa Rica, El Salvador, Guatemala, Mexico, Cuba, England, France, Holland, Switzerland, Norway, Sweden, Denmark, Poland, Czechoslovakia, Spain, Iraq, Egypt, South Africa, Australia, New Zealand and Canada.

PURCHASING PROBLEMS

(Continued from page one)

uation is in sight at present. Our supply of sheet steel for embossed highway signs is critically low. Several recent bids brought no commitment from any source. Conservation of these signs is most urged.

More Pipe Available

The delivery of concrete culvert pipe seems to be gradually improving. On recent bids, companies are offering pipe for seven to twenty days delivery, which, should be of

MARCH ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE	
			This Month	1st Quarter
8th Division	6	0	0.0	7.7
6th Division	7	0	0.0	9.3
3rd Division	3	0	0.0	22.9
9th Division	6	0	0.0	7.2
4th Division	10	0	0.0	2.5
Bridge Mte.	6	0	0.0	18.0
1st Division	8	1	5.9	15.8
5th Division	7	1	6.9	12.0
2nd Division	9	2	11.9	16.0
7th Division	6	2	12.0	10.3
10th Division	28	3*	13.8	18.0
11th Division	5	0	0.0	0.0
ALL UNITS	101	9	4.8	10.8

*—Includes one fatality.

(Continued from page one)

lision with private vehicles, two with other state highway equipment and five were non-collision."

Causes of Injuries

Causes of injuries were: handling objects, 6; hand tools, 5; striking against objects, 5; falling objects, 8; falls of persons, 5; operation of motor vehicles, 8; operations of other vehicles, 3; miscellaneous, 9; operation of machines, 6.

Nature of injuries were: Eye injury, 11; cuts and lacerations, 9; bruises and sprains, 22; burns, 1; fractures, 7; gunshot wounds, 2; monoxide gas poisoning, 1; infection, 2.

The responsibility for equipment accidents was reported as follows: state operators, 19; other drivers, 23; non-preventable, 1; undetermined, 3.

Types of accidents were: passing, 18; meeting, 12; stopping, 10; backing, 3; pedestrian 1; overturn, 1; ran off road, 1.

material benefit to maintenance of roads.

Price Shifts Hold

Price shifts for the period ending April 9, according to recent trade bulletin, are about equally holding their own, with a number of increases and decreases. The commodities in which a rise was noted were industrial, building materials, chemicals, hides and leather, non-ferrous metals, paper and pulp. Declines were noted in livestock, agricultural, paint materials, textiles (fine), textiles (course) and sensitive agricultural. No changes were noted in fuels, ferrous metals, and vegetable oils.

Requisitions Changed

Our present requisition form, Form 780 and 790, has been revised and on future orders for this type form, it will be filled with the revised form. One of the many changes made was the elimination of the "blue" copy. The blue copy of this old form is being used by

TRAFFIC INCREASES

Raleigh—State highway traffic continued its upward trend last month with the highest traffic figures for March ever recorded in North Carolina.

On an average day last month approximately 45,496 vehicles passed the Highway Commission's regular traffic recording machines, as compared with 44,001 in March 1946 and 43,797 in March 1941, the prewar record March.

many as a "Material Received Report," which this copy was intended for when this form was originated a good many years ago.

This department is interested only in material received reports for items received on purchase orders. It is not necessary to report shipments received on requisitions filled by the Motor Department and our Stockroom here in the Highway Building.

Change Report Procedure

By discontinuing using the "blue" copy of the requisition form, the reports should be made in this manner:

(1) If the order is complete in one shipment, then approve the "Material Received Report" copy of the purchase order (blue copy) and return this to us;

(2) In the event of more than one shipment on an order, then the first and subsequent partial shipments should be reported on a "Material Received Report" form (160 — the Equipment Department uses this form and also form 160-B; however the form 160-B for them is necessary since a copy if forwarded to the Equipment Engineer's Office for perpetual inventory record).

When order is completed, approve blue copy "Material Received Report" of purchase order and forward to us.

Employees' Group Thanks Assembly

The Highway Division of the North Carolina State Employees' Association has issued a public statement thanking members of the 1947 General Assembly for the salary increases and added retirement benefits granted state employees.

Otis M. Banks of Raleigh, general secretary-treasurer, said "we feel that this Legislature did a wonderful piece of work under great strain. . . and we are particularly aware of the unusually difficult tasks that confronted the 1947 General Assembly."

He stated that the Legislature "Was charged with the responsibility of doing all in its power to increase salaries of state employees as much as possible and at the same time to maintain an adequate budget, balanced as nearly as possible with anticipated revenue for the next biennium.

"Requests made of the General Assembly through the Association were well received, and we were always treated with the utmost courtesy and consideration. We in turn did all in our power to work with them in every possible way.

"We found that the Legislators of the North Carolina General Assembly of 1947 were diligent and conscientious workers, and we are very grateful to each of them for the splendid legislation handled at this session."

Division Roundup

Fourth Division

William O. Adkins, a section foreman, died at his home in Micro March 18 after an illness which began in November 1945. An employee of the Highway Commission since August, 1931, Adkins was a bachelor and had always lived in Micro, refusing to leave even for a promotion. He had a Sunday School class of boys with which he spent the major part of his spare time.—F. M. EDGERTON, Reporter.

MASONIC PIN FOUND

Raleigh—A gold Masonic pin, apparently lost from a watch chain, has been found in the lobby of the Raleigh headquarters. Loser may claim at the office of Otis Banks, Prison Department.

Discusses Construction Methods

Raleigh—J. V. Clarke, assistant construction engineer of the Virginia State Highway Department, visited State Construction Engineer W. E. Hawkins April 14 for a discussion of North Carolina road building methods.

Letting Of April 15 Gets Brisk Bidding; \$3,336,063 Offered On 25 Road Projects

Raleigh—Low bids on 25 of 28 projects in the April 15 highway letting totalled \$3,336,063.25 with three bridge projects in Eastern North Carolina receiving no bids.

There was brisk bidding at the letting, the Commission's fifth of the year, and 130 bids were received on the 25 projects. The letting involved construction of 159 miles of roads—mostly secondary and county type.

A new portable public address system, installed and handled by Compensation Officer H. K. Witherspoon, made the bid reading easier for Highway Engineer W. Vance Baise and Assistant Highway Engineer L. W. Payne. The portable system is expected to assist at other public functions of the Highway Commission.

The projects and low bidders were:

Federal-Aid

Pitt-Beaufort—Construction of two bridges on NC 33 between Pactolus and Washington and one bridge on a county road in Pactolus, T. A. Loving & Company, Goldsboro, \$64,984.30.

Pasquotank-Camden — Reconstruction of three bridges on US 17 between junction with US 158 and South Mills, and box culvert on US 158 approximately 3.5 miles west of junction with US 17, no bids.

Gates—Grading, sand bituminous surfacing and structures of 5.74 miles from a point three miles west of Gatesville west to US 158, W. L. Cobb Const. Co., Decatur, Georgia, \$116,039.00.

Hertford — Construction of structures from a point near junction with NC 97 approximately one mile south of Ahoskie to junction with NC 45 approximately 0.4 miles north of Harrelsville, no bids.

Nash — Grading, bituminous surfacing and structures of 13.06 miles on NC 231 from a point approximately one mile northeast of Johnston county line north to US 64; F. D. Cline Const. Co., Raleigh, \$224,718.30.

Northampton—Construction of structures from NC 47 to US 301 to Garysburg, no bids.

Pitt—Grading, sand asphalt base and surfacing of 7.0 miles on NC 102 from a point 4 miles east of Ayden east to NC 43, Nello L. Teer, Durham, \$89,092.00.

Pitt—Grading, sand asphalt base, surfacing and structures of 6.33 miles on NC 118 from Queen Street in Grifton east to a point near the Craven county line, Nello L. Teer, \$135,556.00.

Duplin — Construction of structures on NC 41 between a point in Beulaville and Jones county line, E. W. Grannis Const. Co., Fayetteville, \$30,355.65.

Greene—Construction of structures on NC 123 from Main Street in Hookerton to a point three miles south of Maury, Harvey H. Stewart, Charlotte, \$63,813.50.

Johnston—Grading, concrete paving and structures of 1.64 miles on US 70 from a point approximately 2.5 miles west of Princeton to a point approximately one mile west of Princeton; roadways, Nello L. Teer, \$127,385.00; structures, T. A. Loving & Co., \$52,612.00.

Johnston—Grading, bituminous surfacing and structures of 6.41 miles on NC 42 from a point near Drug Store to a point one mile southwest of Clayton; roadways, Ross

Const. Co., Johnson City Tenn., \$122,631.80; structures, Roy. M. Homewood, Chapel Hill, \$57,166.40.

Pender-Bladen—Grading, sand bituminous surfacing and structures of 4.53 miles from a point approximately 16 miles west of Burgaw to a point approximately three miles east of Kelly; roadways, E. W. Grannis Const. Co., \$144,333.50; structures, Wannamaker & Wells, Orangeburg, S. C. \$73,277.70.

Duplin-Sampson — Grading, bituminous surfacing and structures of 8.64 miles from a point on NC 403 west of Faison north toward Suttontown; roadways, Wayne Engineering & Const. Co., Mt. Olive, \$124,146.90; structures E. W. Grannis, \$23,463.80.

Wake-Johnston—Grading, bituminous surfacing and structures of 10.23 miles from a point one mile east of US 15-A east to intersection with NC 42 at Drug Store; roadways, Ross Const. Co., \$182,930.40; structures, Ross Const. Co., \$47,061.40.

Guilford—Construction of five structures on US 29 between Greensboro and Rockingham county line, Wannamaker & Wells, \$125,381.00.

Scotland-Hoke—Grading, concrete paving and structures of 1.14 miles on US 15-A for the relocation of a bridge and approaches at the Lumber River; roadways, Lavender Bros., Earl, \$91,113.70; structures, Wannamaker & Wells, \$52,423.20.

Scotland—Construction of structures on US 15-A between Laurinburg and Wagram, Wannamaker & Wells, \$72,958.20.

Anson-Union—Construction of 14.18 miles of concrete pavement on US 74 between a point approximately nine miles west of Wadesboro and a point approximately five miles east of Monroe, Rea Const. Co., Charlotte, \$559,929.80.

McDowell—Grading, bituminous surfacing and structures of 2.93 miles on US 221, 64 and 70 in and near Marion; Kiker & Yount, Reidsville, \$123,131.00.

State Betterment

Currituck—Construction of sand asphalt base and surface course on 10.8 miles of US 158 between Bareco and Grandy, Atlantic Bitulithic Co., Washington, D. C., \$100,985.50.

Pitt—Construction of sand asphalt base and surface course of 6.89 miles from Venters at a point near NC 102 north to the intersection with NC 43, Nello L. Teer, \$96,635.00.

Pitt—Sand asphalt surfacing of 9.61 miles on a county road from NC 43 approximately seven miles south of Greenville to Blackjack and on NC 102 from Ayden to Venters Cross Roads, Nello L. Teer, \$44,737.00.

Stanly—Bituminous surfacing of 7.13 miles on two sections of county roads in the vicinity of Aquadale and Oakboro, P. & P. Const. Co., Concord, \$48,820.00.

Anson-Stanly—Partial reconstruction of Crumps Mill Bridge over Rocky River on a county road between Cottonville and Ansonville, W. F. Brinkley Company, Granite Quarry, \$21,209.30.

Alexander—Bituminous surfacing of 7.4 miles of county roads on three sections of county roads in Alexander county, P. & P. Const. Co., \$55,590.00.

Catawba-Lincoln—Bituminous surfacing of 17.6 miles on two sections of county roads in Catawba county and one section in Lincoln county, Lavender Bros., \$128,470.90.

Iredell—Bituminous surfacing of 18.3 miles on four sections of county roads, Dickerson Co., Monroe, \$125,061.00.

"Next to no wife, a good wife is best."—Thomas Fuller.

DETOUR BULLETIN

Travel agencies, bus lines, truck companies and tourists soon will be receiving copies of the Highway Commission's DETOUR BULLETIN, a semi-monthly information sheet which ceased publication in 1943 due to the war.

The BULLETIN was published about 10 years before the war, and will continue under the editorship of Senior Engineer W. W. Hampton of the Location Department.

It contains complete detour data, including load restrictions for trucks and buses.

PLAN ENDOWMENT

(Continued from page one)

sponsor some similar move for the State of South Carolina."

State Highway Engineer W. Vance Baise, a member of the campaign committee, has declared frequently the urgent need for more trained engineers in North Carolina.

Page was born February 22, 1875 at Cary and died December 20, 1934. While serving on the Highway Commission, he was president of the American Road Builders Association and the American Association of State Highway Officials. He also served as chairman of a committee on engineering and construction of President Hoover's Safety Council.

NAVAL CRAFT

(Continued from page one)

ed, and converted into state ferries with a capacity of approximately 20 cars each. Tentative plans called for one of the vessels to be put in service at Alligator and another at Croatan Sound on the Mann's Harbor to Manteo run.

HONORED BY PARTY

Raleigh—Miss Ethel Lyon, whose marriage to Robert J. Wyatt, Jr. of Raleigh is planned for May 10, was given a surprise "shower" in the Commission room here April 22. Her sister, Virginia, is replacing her as secretary to R. Brookes Peters, general counsel for the Commission.

The Northern Sea Otter cracks shell fish on a stone held against its chest.

* * *

While there are 500 species of humming birds, not a single member is found in any part of the Old World. All are residents of the Western Hemisphere.

Rutherford Camp Sitdown Strike Settled Quietly

An 18-hour sitdown strike at Rutherford Prison Camp No. 910 on April 13-14 marred an otherwise uneventful April 1-15 period in state prison activities.

Eighty-five prisoners at the Spindale camp refused to leave the mess hall after Sunday services, held Guard John Peden as a hostage and asked to talk to "somebody from Raleigh."

State Prison Director Clyde O. Robinson hurried to the camp, arriving shortly after midnight. He talked briefly with the prisoners but they refused to leave the mess hall and remained there until morning, when Robinson again conferred with them and persuaded them to return to their cell blocks.

No Violence Or Damage

There was no violence and Peden was released unharmed. Robinson said the prisoners' complaints against the camp's food and work schedule were investigated thoroughly but he found the condition of the camp "above average." No changes were made and the prison camp returned to normal routine.

Robinson said only six escapes were reported by state prison units during the first half of April. Nine escapes were recaptured during the same period.

Escapes ratings were:

Three Stars

(No Escapes)

Central Prison, Woman's Prison and all others with the exception of the following.

Two Stars

(One Escape)

Pender 307, Dix Hill (Raleigh), Orange 507, Yadkin 810.

One Star

(Two Escapes)

Buncombe 1002.

Non-Star

(More Than Two Escapes)
NONE.

THE EARLY DAYS

In the early colonial days, roads were first built and maintained principally by the use of volunteer aid or free labor. The offers to maintain the roads "for free" soon became so few and far between that the towns were forced to pass ordinances compelling all able-bodied men to "work the roads" a specified number of days or pay a money tax to the pathmaster or road overseer.

The first important road in the colonies was laid out in 1711. It ran between New York City and Philadelphia and was called the Old York Road.